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Practitioner's Docket No. 115699-40

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Patent Number: 6,749,381
Issued: June 15, 2004
Name of Patentee: National Steel Car Limited
Title of Invention: RETRACTABLE COIL STOP MECHANISM FOR RAILROAD COIL CAR

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450


REQUEST FOR CERTIFICATE OF CORRECTION OF PATENT
FOR PTO MISTAKE (37 C.F.R. § 1.322(a))

1. Attached is PTO/SB/44 (also Form PTO-1050).
2. The exact page and line number where the error is shown correctly in the application file is:

Page 7, amended claim 34 of the Response to Office Action dated December 30, 2003
(copy enclosed).

3. Please send the Certificate to:

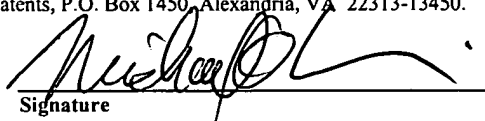
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Michael H. Minns, Attorney of Record

CERTIFICATION UNDER 37 C.F.R. § 1.8(a)

I hereby certify that, on the date shown below, this correspondence is being deposited with the United States Postal Service in an envelope with sufficient postage as first class mail addressed to the Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-13450.

Date: 30 August 2004


Signature

Michael H. Minns
(type or print name of person certifying)

**UNITED STATES PATENT AND TRADEMARK OFFICE
CERTIFICATE OF CORRECTION**

PATENT NO : 6,749,381

DATED : June 15, 2004

INVENTOR(S) : Ilario A. Coslovi, et al.

It is certified that error appears in the above-identified patent and that said Letters Patent
is hereby corrected as shown below:

Col. 16, line 57

insert --said-- before "transport"

MAILING ADDRESS OF SENDER:

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PATENT NO. 6,749,381

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1

This collection of information is required by 37 CFR 1.322, 1.323, and 1.324. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1.0 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Attention Certificate of Corrections Branch, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Coslovi, et al

Examiner: Gordon, S.

Ser. No.: 09/981,357

Art Group: 3612

Title: RETRACTABLE COIL STOP MECHANISM FOR RAILROAD COIL CAR

Filed: 12 October 2001

Date: 31 December 2003

RESPONSE AFTER FINAL REJECTION

This response is made to the final rejection mailed 17 September 2003. As it is filed within four months after the mailing date of the Office Action, a one month large entity extension fee is believed to be due, and authorization is provided to make that charge against Deposit Account 15-0450. No fees are believed to be due for excess claims. Please charge Deposit Account 15-0450 for any fee deficiency.

This response is made under the revisions to 37 CFR 1.121, effective from 31 July 2003.

The response has the following parts:

Amendments to the Specification – none made;

Amendments to the Claims – beginning on page 2;

Amendments to the Drawings – none made; and

Remarks – beginning on page 11.

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Original) A coil stop for a railroad coil car, the coil car having a trough structure in which to carry coils, the trough structure having two sides and a longitudinal dimension, the coil stop having a weight, wherein said coil stop comprises:
 - a first member for blocking motion of the coils;
 - said first member being repositionable along said trough structure;
 - a releasable securement fitting connected to said first member, said securement fitting being operable to locate said first member relative to the trough structure;
 - at least one transport fitting connected to said first member, said transport fitting being movable between a first position and a second position relative to said first member;
 - in said first position said transport fitting engaging the trough structure and supporting a greater portion of said weight of said coil stop than in said second position; and
 - in said first position of said transport fitting said first member having less resistance to longitudinal motion relative to the trough structure than when said transport fitting is in said second position.
2. (Previously presented) The coil stop of claim 1, wherein:
 - said transport fitting includes a load bearing member of load bearing members selected from the group consisting of a roller, a slider, a wheel with a bearing, and a ball caster;
 - said load bearing member is connected to said first member and is moveable between a first position corresponding to the first position of said transport fitting and a second position corresponding to the second position of said transport fitting; and
 - said load bearing member is operable to travel along the trough structure and bears a greater portion of the weight of said coil stop in said first position than in said second position.

3. (Original) A coil stop according to claim 2 wherein said load bearing member is a slider.
4. (Original) A coil stop according to claim 2 wherein said load bearing member is a roller.
5. (Original) A coil stop according to claim 2 wherein said load bearing member is disengaged from the trough structure in said second position.
6. (Original) A coil stop according to claim 2, said transport fitting further including:
 - a cam movably mounted to said first member;
 - an actuator mechanically connected to move said cam;
 - a cam follower mounted to said first member at a pivot point, said cam follower being operable to engage said cam and to pivot about said pivot point;
 - an arm connecting said cam follower and said load bearing member;
 - said actuator being operable to move said cam; and
 - said cam follower being driven by said actuator to urge said load bearing member to move toward said first position.
7. (Original) The coil stop of claim 6, wherein said transport fitting further includes:
 - a shaft having a first end and a second end, said shaft being mounted to said first member, said first end having said cam attached thereto; and
 - said actuator is a handle fixed to said shaft, said handle being operable to rotate said shaft to urge said load bearing member to move toward said first position.
8. (Currently Amended) A coil stop according to claim 7, wherein said first member includes a beam member for spanning the trough structure, said beam member having a first end, a second end, and a medial portion extending between said first and second ends of said beam member; and a step is mounted to said medial portion of said beam member between said first and second ends of said beam member to facilitate climbing of said coil stop.
9. (Original) A coil stop according to claim 8 wherein said step includes a tread plate mounted upon said medial portion of said beam member.

10. (Original) A coil stop according to claim 8 wherein a hand grab is mounted to said medial portion of said beam member adjacent to said step.
11. (Original) A coil stop according to claim 10 wherein said hand grab is said handle fixed to said shaft.
12. (Original) A coil stop according to claim 8 wherein a pair of first and second hand grabs are mounted to either side of said step.
13. (Original) A coil stop according to claim 1, wherein said at least one transport fitting is biased by gravity toward said second position.
14. (Original) A coil stop according to claim 1, wherein said at least one transport fitting includes a spring biasing said transport fitting toward the second position.
15. (Original) A coil stop according to claim 1, wherein said securement fitting includes at least one indexing member mounted to said first member, said indexing member being engageable to maintain said coil stop in a fixed position relative to the trough structure.
16. (Original) A coil stop according to claim 1, wherein:
 - said first member spans the trough structure;
 - said first member has a first end and a second end; and
 - said first end has a first transport fitting and said second end has a second transport fitting connected thereto.
17. (Currently amended) A coil stop for a railroad coil car, the coil car having a trough structure in which to carry coils, the trough structure having two sides and a longitudinal dimension, said coil stop having a weight, said coil stop comprising:
 - a first member for blocking motion of the coils along the trough structure;
 - said first member being mounted spanwise relative to the trough structure;
 - said first member being repositionable along the trough structure;
 - a releasable securement fitting connected to said first member, operable to locate said first member relative to the trough structure;

at least one transport fitting connected to said first member, said transport fitting including a roller connected to said first member, said roller being movable between a first position and a second position relative to said first member; in said first position said roller being operable to ride longitudinally on the trough structure; and said roller supporting a greater portion of the weight of said first member when in said first position than when in said second position.

18. (Original) A coil stop according to claim 17, wherein:

said first member spanning the trough structure has a first end and a second end; and said first end has a first transport fitting and a first securement fitting connected thereto and said second end has a second transport fitting and a second securement fitting connected thereto.

19. (Currently amended) A coil stop according to claim 17, said transport fitting further including:

a cam movably mounted to said first member;
an actuator mechanically connected to move said cam;
a cam follower mounted to said first member at a pivot point, said cam follower being operable to engage said cam and to pivot about said pivot point;
an arm connecting said cam follower and said ~~load-bearing member~~ roller;
said actuator being operable to move said cam; and
said cam follower being driven by said actuator to urge said roller to move toward said first position.

20. (Previously presented) A coil stop according to claim 19, said transport fitting further including:

a shaft having a first end and a second end, said shaft being mounted to said first member, said first end of said shaft having said cam attached thereto; and
said actuator is a handle fixed to said shaft, said handle being operable to rotate said shaft to urge said roller to move toward said first position.

21. (Previously presented) A coil stop according to claim 20, wherein:

said first member includes a beam member for spanning the trough structure, said beam member having a first end, a second end, and a medial portion extending between said first and second ends of said beam member; and
a step is mounted to said medial portion of said beam member between said first and second ends of said beam member to facilitate climbing over said coil stop.

22. (Original) A coil stop according to claim 21 wherein said step includes a tread plate mounted upon said medial portion of said beam member.
23. (Original) A coil stop according to claim 21 wherein a hand grab is mounted to said medial portion of said beam member adjacent to said step.
24. (Previously presented) A coil stop according to claim 23 wherein said hand grab is said handle fixed to said shaft.
25. (Original) A coil stop according to claim 21 wherein a pair of first and second hand grabs are mounted to either side of said step.
26. (Currently amended) A coil stop for use in a rail road coil car, the rail road car having a trough structure for carrying coils, the trough structure being supported by rail car trucks for rolling motion along a rail road track, the coil stop being for mounting across the trough structure, wherein said coil stop ~~includes~~ has a transport fitting operable to engage the trough structure, said transport fitting being movably mounted thereto to the coil stop, said movable transport fitting being movable between a first condition and a second condition relative to said coil stop, in said second condition said transport fitting operable to engage the trough structure bearing more weight of the coil stop than in said first condition, and, in said second condition said transport fitting being operable to facilitate repositioning of the coil stop along the trough structure.
27. (Previously presented) The coil stop of claim 34 wherein said coil stop has an actuator connected to said rollers, said actuator being operable to place said rollers in a first position in which said rollers engage said trough structure.

28. (Original) The coil stop of claim 27 wherein said rollers are biased away from said first position.
29. (Original) The coil stop of claim 28 wherein said rollers are biased by gravity.
30. (Original) The coil stop of claim 34 wherein said coil stop has a releasable securement fitting operable to locate said coil stop in a fixed position relative to said trough structure.
31. (Original) The coil stop of claim 34 wherein said coil stop has a mid-span handle connected to move said retractable rollers to an engaged position relative to said trough structure.
32. (Original) The coil stop of claim 31 wherein said coil stop has a step mounted thereon.
33. (Original) The coil stop of claim 32 wherein said step is mounted adjacent to said handle.
34. (Currently amended) A coil stop for use in a rail road coil car, the rail road car having a trough structure for carrying coils, the trough structure being supported by rail car trucks for rolling motion along a rail road track, the coil stop being for mounting across the trough structure, wherein said coil stop includes a transport fitting movably mounted thereto, said movable transport fitting being operable to engage the trough structure and to facilitate repositioning of the coil stop along the trough structure; and ~~The coil stop of claim 26 wherein said movable transport fitting includes~~ including retractable rollers, said rollers being movable to engage said trough structure.
35. (Previously presented) A combination of a rail road coil car and a coil stop for use therewith, and wherein:
 - said coil car has a trough structure in which to carry coils, said trough structure having a first side, a second side and a longitudinal dimension;
 - said coil stop has a first member mounted in a spanning position relative to said trough structure, for blocking motion of the coils along the trough structure;
 - said first member being repositionable along said trough structure;
 - a securement fitting operable to locate said first member relative to said structure;
 - a track mounted to said trough structure, said track extending along said trough structure;
 - a track following member connected to said first member;

said track following member being operable to ride on said track;
said track following member being movable between a first position and a second position relative to said first member;
said track following member supporting a greater portion of the weight of said first member when said track following member is in said first position than when said track following member is in said second position; and
in said first position of said track following member said coil stop having less resistance to motion along said trough structure than when said track following member is in said second position.

36. (Previously presented) A coil stop in combination with a railroad coil car according to claim 35 said coil stop further including:

a cam movably mounted to said first member;
an actuator mechanically connected to move said cam;
a cam follower mounted to said first member at a pivot point, said cam follower being operable to engage said cam and to pivot about said pivot point;
an arm connecting said cam follower and said track following member;
said actuator being operable to move said cam; and
said cam follower being driveable by said actuator to urge said track following member to move toward said first position.

37. (Previously presented) A coil stop in combination with a railroad coil car according to claim 36, said coil stop further including:

a shaft having a first end and a second end, said shaft being mounted to said first member, said first end having said cam attached thereto; and
said actuator is a handle fixed to said shaft, said handle being operable to rotate said shaft to urge said track following member to move toward said first position.

38. (Currently amended) A combination of a rail road coil car and a coil stop for use therewith, said coil stop having a weight and wherein:

said coil car has a trough structure in which to carry coils, the trough structure having a first side, a second side and a longitudinal dimension;

said coil stop has a beam member spanning the trough structure; the coil stop is repositionable along the trough structure to obstruct motion of coils along the trough structure;

said beam member has a first end, a second end, and a medial portion between said first and second ends;

a first trackway is mounted on the first side of the trough structure and a second trackway mounted on the second side of the trough structure for guiding the repositioning of said coil stop;

a first pair of rollers is connected to the first end of said beam member, the first pair of rollers is movable between a first position and a second position relative to said first trackway;

in said first position said first pair of rollers is operable to travel along said first trackway and to bear a greater portion of weight of said beam member than when said first pair of rollers is in said second position;

a second pair of rollers is connected to the second end of said beam member;

the second pair of rollers is movable relative to said second trackway between a first position corresponding to said first position of said first pair of rollers and a second position corresponding to said second position of said first pair of rollers;

in said first position of said second pair of rollers said second pair of rollers is being operable to travel along said second trackway and to bear a greater portion of weight of said beam member than in said second position of said second pair of rollers;

a shaft having a first end and a second end, said shaft extending between the first and second ends of said beam member, said shaft being rotatably mounted to said beam member;

a first cam attached to said first end of said shaft and a second cam attached to said second end of said shaft;

a first pair of cam followers mounted to said beam member and operable to engage said first cam and a second pair of cam followers mounted to said beam member and operable to engage said second cam;

a first pair of arms connecting said first pair of cam followers to said first pair of rollers, said first pair of arms being operable to urge said first pair of rollers to move between said first and second positions thereof, and a second pair of arms connecting said second pair of cam followers to said second pair of rollers, said second pair of arms being operable to urge said second pair of rollers to move between said first and second positions thereof;

a handle fixed to said shaft, said handle being operable to rotate said shaft to urge said rollers to move between their respective first and second positions; and

a pair of first indexing members mounted to the first and second ends of said beam member and a pair of second indexing members mounted to the first and second sides of the trough structure, said first and second pairs of indexing members being cooperable to maintain said beam member in a fixed position relative to the trough structure.

39. (Previously presented) The combination according to claim 38, the combination further including a step mounted on said medial portion of said beam member between said first and second ends of said beam member, whereby to facilitate climbing over said beam member.

REMARKS

1) Summary of the Office Action

Claims 1 – 39 were pending in the case.

Claims 1 – 7, 13 – 18 and 35 – 37 were allowed.

Claim 26 was rejected as being anticipated by US Patent 4,702,653 of Gaulding et al., or US Patent 5,211,518 of Mimica.

Claims 8 – 12 and 19 – 26, 38 and 39 were rejected under 35 USC 112.

Claims 27 – 34 were indicated as being objected to, but allowable if re-written in independent form.

2) Commentary on Claims

Claim 8

Claim 8 has been amended by indicating that the first and second ends in line 3 are ends of the beam member.

Claims 19

Claim 19 has been amended to replace “said load bearing member” with --- said roller ---, as suggested by the Examiner.

Claim 26

With respect to the rejection based on the Gaulding reference, the applicant respectfully submits that Gaulding’s “captive cross member” is not a coil stop. Even aside from this, the Examiner again appears to have read claim 26 in not quite the way it was intended. Although the Examiner might consider Gaulding to have a “movably mounted” fitting, Gaulding’s rollers are not movably mounted in the way the applicant intended.

The applicant is at something of a loss to understand how Mimica is thought to anticipate the claim, inasmuch as Mimica doesn’t appear to have movable transport fittings. In the event that the Examiner upholds the rejection on the basis of Mimica, the applicant respectfully requests a more detailed explanation of how the Mimica reference is thought to be applicable.

However the rejection may be based on Mimica, out of abundance of caution the applicant has amended claim 26, and respectfully submits that it is allowable as amended.

Claim 34

Claim 34 has been re-written in independent form. The applicant submits that in conformity with the Examiner's comments, all of claims 27 – 34 are now allowable.

Claim 35

Claim 35 has been amended by re-arranging the wording of the claim in a more easily understood manner to overcome the Examiner's rejection.

Claim 38

Claim 38 has been amended by adding the words "pair of" as suggested by the Examiner.

Conclusion

In view of the foregoing arguments and claim amendments, the applicant submits that the claims pending in this case are presently in a condition for allowance. Therefore, the applicant requests early and favourable disposition of this application.

Respectfully submitted,

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